ority which this route possesses over others, which all present insurmountable obstacles to the construction of a canal." To Dr. Cullen's preference for this route over all others we attach no particular value; it was natural that he should defend and praise what we may not inappropriately term his own discovery. Still, much attention must be paid to his tanguage. Certainly nothing can be more explicit than his words. That his statements are "mere assertions, unaccompanied by notes or méasurements," we admit and regret with Admiral Fitz Roy and Admiral Davis; but the fact does not prove him guirty of intentional falsehood, nor the victim of halluctuation. That his report differs from the experiences of Prevost and Gisborne arises from the fact, which we will hereafter show, that both these last named gentlemen did not follow the track laid down by Dr. Cullen, but diverged widely from it. The plan of Dr. Cullen, as given in his "Isthmus of Darlen Ship Canal," is clear, lucid and unmistakeable. It commenced from Port Escosces and the Chaunel of Sarssard, in Caledonia Bay, on the Atlantic side, through the plain and the depressions of the Cordilleras to the Junction of the rivers Savana and Larat down the Savana to its mouth in the Gulf of San Miguel, on the Pacific side. He calams that no locks are necessary on this route; no dams required; no artificial harbors, plers in the Gulf of San Mignel, on the Pacific the claims that no locks are necessary on this no dams required; no artificial harbors, plers abunkments—nothing but a simple cut for a continuous that a simple cut for a continuous the river savana, which is of great depth iff. The greatest depth of cutting necessary of at "150 feet for scarcely two miles. No go or depressing of rivers, or other works, be required. The canal could be made navious ships of the greatest depth, and by this or transit could be deceded in six hours." Dr. sstimated the cost of such a canal—which he definity feet deep and 140 feet in with at the

rojected thirty feet deep and 140 feet in which as the rition—at 500,000,000. The barbors on both sides of the thinns there is but one opinion, and that is unmitted in their praise. On the Atlantic Port soasces and the channel of the Sarssard, in Caleonia bar, have "an extent of eleven miles of safe ichorage in all winds, and great depth of water." assing over to the Pacific we find the Guif of San iguet, into which flows the Boac Chica, one of the bouths of the Savana, capable of holding the shiping of the world and well protected from the dancers of bard weather. Thus it would appear that in he matter of barbors too much cannot be written in

In Humbold's "Aspects of Nature" he refers
In Humbold's "Aspects of Nature" he refers
'almost with bitterness" to the long delayed employment of our means for obtaining precise measurements of the isthmuses. In a letter addressed
to br. Gullen, and dated June 4, 1853, the great Ger.
man thinker wrote as follows regarding the proposed
canal on the San Miruel route:—"The undertaking
is by no means above the intellectual and material
power which civilized nations have attained to.
The work should be one to last for ever; it should
not commence with a canal with locks, like the
magnificent Caledonian canal; it must be a really
occurite canal, without locks; a free passage from sea, across within the speed of the advigation e modified but not interrupted by the difference gbt and non-coincidence of the tides." Hum-also expressed the opinion that the Isthmus rich was better adapted to the construction of all "than any other portion of the entire neck" d.

of Darien was better adapted to the construction of a canal "than any other portion of the entire neck" of fand.

Airau, who paid much attention to the subject, declares ins belief that the San Miguer is the moss practicable route. He says that at this point the Cordilleras descend a great deal, and are resulty but "a range of bills or isolated peaks, the bases of which are intersected by ravines which point out to the engineer the true route of the canal." And he further says, though on mere rumour, that "the Indians in the neighbourhood of Caledonia Bay make use of these passages." Admiral Fizz Roy, too, an authority entitled to the highest consideration, expressed himself in the most emphatic terms in approval of a canal across this part of the istnmus. Mr. Gisborne, an English surveyor, made an exploration of the region, entering at Caledonia Bay, pushed through the country until he reached the summit of the tordilleras, when he returned and abandoned the undertaking. In his report to the Royal Geographical society he says that he ascertained the summit of the sevel to be 150 rect, formed by a narrow range of hills and gradually rising plains at the foot of each sade. Further on he says that "there is every reason to believe that a more detailed examination of this division of waters will result in a considerably lower summit being found." We have already sketched the roads followed by Dampier. Wafer and other buccaneers in 1680, and the course pursued by Lieurenant Milla, of the Spanish army, in 1785, as well as regular explorators. We now arrive at the expedition of Commander Trevost, of the British Nayy. The interest excited by the narrative of Dr. Chien influenced the British government to order a survey of the isthmus. Accordingly, on the 17th of December, 1883, the war vessel Virago passed through the cananied of Boca Chica and anchored in five Isthous of water in the Savana river. On the same day Commander Prevost, accompanied by Mr. William Kennish, the well known civil engineer, of New York, procee

covered; the body of the fourth man was not found. They had all been evidently ingraered by the abortgines, who regard with great jealonsy every at tempt at exporing their country. The party returned in salety to the siny Virago. In his official report of this survey Commander Provost saystathough inding ourselves in the centre of the Cordilleras, and, I believe, within a very few miles of the object of my search, yet, having already exceeded the finites of our stay, it became my duty to join the sinp without delay, sith reeining confident that had our time and provisions allowed us we should eventually have reached the attantic shores, and that casily, by following one of the several rivers or streams, which appear to exist in this range of inhis, forming certain pussages to the sea. "
But the most noteworthy thing is the statement that while he exploration demonstrated the existence of level ground fyling between the river savana and the fills on the Atlantic side, the reports and maps of Dr. Culien and Mr. Gisborne were of very little service, the experience of the party differing materially from these. Now we can understand this statement as applied to Dr. Culien, but it seems in explicable when applied to Mr. Gisborne, whose route Commander Prevest's own map shows him to have substantially followed. With regard to Dr. Culien, a here gaince at the map with show that Prevost did not follow his route. The former traveled from the confinence of the Savana and Lararivers in a straight northeast direction; the latter pushed up the Savana above its confinence with the Lavylla, and pursued a somewhat simuous course in a north-northeast direction. Culien's road led him to the Atlantic somewhere in the northeast violinity of Genaja de Putrigundt, or opposite Cayo Arenas, some miles northwest of Port Escosces, Thus, it cannot be said that Prevost disputed Culien's statement regarding the comparatively low ground between the oceans, even though we may feel inclined which few persons do) to believe that his information

commander reprovise with map of seems in configuration of a great number of commander reproveds with mean the commander reproved. With regard to brother the government of the continuous course in a straight northeast direction; the latter pushed up the savana above its confusione with the charging and primed a somewhat summon course in Laylia, and primed a somewhat summon course in the plant of the Atlantic, at Port Escosces, in Caledona Bay. Had Prevoke been able to make the entire trainst of the Atlantic, at Port Escosces, in Caledona Bay. Had Prevoke been able to make the entire trainst of the Atlantic, at Port Escosces, in Caledona Bay. Had Prevoke the property of the Emperor that the engineering skill of the day a fall of the Atlantic, at Port Escosces, in Caledona Bay. Had Prevoked the Port Escosces. Thus, it cannot be said that Prevok disputed Cuncily state. About the time that Prevoke expectation returned which few persons do to believe that its information was derived from rumor and not from actual which the property of the control of the control

the main land of what is now the republic of Colombia, near the neck of land forming the Istimus of Darten, and finding an entrance in the gulf of that name. After the discovery of the Atrato river the attention of the Spannards was directed to the-valley and some feeble efforts were made to discover either a strait or some other water connection between the oceans. We have seen how the jealous fears of the Spanish King induced him to prontist the navigation of the Afrato on pain of death, thus, with much effectiveness, excluding advecturous merrom endeavoring the solution of a great problem. Nevertheless, the attention of scientific men was frequently directed to the valley, and, by some means, not clearly stated, a rumor became current that a connection was actually made. Humboldt, in his "Essai Pointique," published in Parts in 1811, says that such connection was made by a priest of Novita, in a ravine of the Raspadura, who united this river to the waters of the San Juan by means of a snort canal, which was navigable in heavy rains, and that "cances, loaded with cooca, have passed from one sea to the other." The explorations of Transwine, have, Kennish and Michler have quite exploded this rumor, they having by actual observations demonstrated the impossibility of its truth. At any rate the most careful search has failed to discover the faintest evidence of the existence of a canal in any part of the valley, either near to or distant from the

this rumor, they having by actual observations demonstrated the impossibility of its truth. At any rate the most careful search has failed to discover the fainlest evidence of the existence of a canal in any part of the valley, either near to or distant from the Raspadura or other river. We may therefore assert positively that no canal was ever constructed by the good priest of Novita, whose very existence is enveloped in such a maze of conjecture as to make it also a matter of much doubt. Humboldt also expressed the opinion that the bay of Capica, which it has been proposed to make the western terminus of the canal on this route, and which is situated near the entrance to the bay of Panama, in latitude 6 degrees 40 minutes north, and longitude 77 degrees 50 minutes west, "ought to be for the new Continent what Suez was for Asia."

The prominence given to the Atrato valley by Humboldt attracted the attention of Mr. F. M. Keiley, of New York, a gentleman whose devotion to the project of connecting the occana, whose tireless energy in making explorations, and whose labors in obtaining for the world the most valuable information, have won for him a foremost position in the raths of those who have devoted their time to the subject. To this gontleman we are undebted for the first accurate survey of the Atrato valley. Aided by friends, who shared with nim the expense, he empoyed the services of Mr. J. C. Trantwine, the weak known engineer of Philadelphia, to survey a route. This was in 1802. In November of the same year, after some time spent in explorations, he reported a

subject. To this gentleman we are inductor for the sirst accurate survey of the Arrato valley. Aided by friends, who shared with him the expense, he employed the services of Mr. J. C. Trantwine, the weak known engineer of Philadelphia, to survey a route. This was misse. In November of the same year, after some time spent in explorations, he reported a plan for a canal by way of the rivers Arrato and San Juan. Mr. Trantwine proposed to enter the Atrato river from the Gulf of Darien, through one of its months called Boca Coquito, ascending it to Quibdo, a distance of 220 miles; thence to ascend the river Quito a continuation of the Atrato to the confluence of the Certiqui and San Pablo; from the latter to the Raspadura and Santa Monica, and from the same to the nead of canoe navigation. At this point it was proposed to construct a cannot to the river San Juan, which flows into the Pacific. Mr. Trantwine examined several tributaries of the Atrato, including the Paco, the Bauto (to reach the latter he crossed the dividing ridge of the Cordilleras), the Pepe and the Surucco, before selecting the route named. Although he believed this the most practicable route, Mr. Trantwine fairly stated that it was open to serious objection. The most serious was that the river San Juan, at the point at which it was desired to unite it to the Santa Monica, and the liability of the course to "frequent and extensive innundations precinced the possibility of constructing a canal upon a system of dams and locks." Mr. Trantwine represented the country as visited oy almost daily rams. Subsequently he made another survey of the route during which he navigated (to San Juan river to its mouth in the bay of Chirambira, on the Pacinic coast. He admitted that it was quite possible to construct a canal and gave his plan at length and with much clearness, but thought the cost, which he estimated at \$325,000,000, destroyed the leasibility of the project.

Mr. Kelley, though mortified at the unfavorable report of ar. Trantwine, was not disheartene

followed for one and three quarter miles, then passing over the quiding ridge struck the son Juan. This was the route he thought practicable. At the same time he expressed regret that he did not examine a route across a large lake situated about fifty miles up the Atrato and directly opposite the river Sucio, as from information received he thought that at this place "a ship canal could be obtained through without locking, and with the deepest cut not more than loo leet to the bottom of the canal for a distance of not more than fifteen miles." In 1854 Mt. Lane was directed to make another tour. Sickness, however, prevented his making explorations in person much of the time. He was thus compelled to depend upon information from the natives, and upon the strength of their statements reported in favor of a canal up the straits to the Trando river and from thence the San Juan.

While Mr. Lane was thus encount Mr. William

the straits to the Trundo river and from thence to the San Juan.

While Mr. Lane was thus engaged Mr. William Kennish, who accompanied Prevost's expedition, as already stated, was, by direction of Mr. Kelley, exploring the same valley in another direction. His instructions were to commence operations on the Pacific side, in accordance with what Humbold had been told, to the effect that 'from the Bay of Cupica eastward, for a distance of fifteen or eighteen miles, the ground was level and suitable for a canal, which would terminate in the river Nappi." The representations made to Humboldt stated

which was followed to the frankflo; thence the sathmus to the Atrato' and thus crossed the isthmus to the Atrato' and thus crossed the isthmus to the Atlantic.

Here, then, was another passage made. In his report Mr. Kennish proposed the construction of a canal or "new river aqueduct," to flow from the lagoons of the river Atrato into the Pacific, forming an uninterrupted connection with the Atlantic, suitable for the largest ships, and with a corrent of about two miles an hour. The course, as indicated above, was to be from the mouth of the Atrato on the Atlantic side, to Kelley's linlet, on the peninsula of Paracuchichi, on the Pacific. According to his plans it would be necessary to have a jetty or line of pilings on both sides of the entrance to the mouth of the Atrato; from thence to the confluence of the Truando no works would be required, excepting such as were found necessary to prevent the wash of sedimentary particles into the main prison. He also proposed to turn the course of the river Nerqua. But the most conspicuous feature in the plan of Mr. Kemish was that which provided for the construction of a great tunnel eleven miles and 1,630 yards in length, the top to be ninety ieet above high water mark.

The most objectionable feature in the plan is this tunnel. That the engineering skill of the day is adequate to such a work admits of no doubt. Subter-

unimproved lands on each side of the canal throughout its entire length; alternate water fronts not exceeding 3,300 yards, however, to be owned by each government. Colombia agrees not to undertake or allow the opening of any other interoceanic canal, or any railway, without the United States consenting. All expenses and damages are to be paid by the United States, whose government shall have the sole control of the canal. Twelve years from the day of its going into operation Colombia shall receive ten per cent of the net proceeds annually, and twenty-live per cent annually after the capital expended shall have been reimpoursed to the United States, such payment to be made semi-annually in New York, Colombia to retain political control over the canal and territory apperaining thereto, but the United States to have free passage for troops, war munitions and war vessels, except when engaged in war, at which time it shall be repronally closed to all nations alike. The grant is to continue for 100 years from the day has canal goes into operation, when it is to be transferred to Colombia, without payment being required for any foruincations, walls, &c., the fransferred to Colombia, without payment being required for any foruincations, walls, &c., the fransferred to be utterly and acsolutely free.

The above condensation gives the material points

when it is to be transferred to Colombia, without payment being required for any fortuncations, walls, &c., the transfer, in fact, to be utterly and absolutely free.

The above condensation gives the material points in the treaty. There are some other articles of a minor and general character, not worth particular mention. The treaty was, in due course of time, submitted to the Senate of Colombia, which body, on March 1, rejected it by a large majority. Mortilying as the circumstance was this result was not unexpected. The particular model of the president, worked vigorously, and they are said to have been added by English and French influence. At the recent election in Colombia, however, the adherents of Mosquera were badly beaten, and it is believed that a large majority of the new Congress favor the treaty. On the 18th of October the Legislature of Panama adopted a resolution requesting the mational Senate to reconsider their rejection and accept the treaty. We trust and believe the Senate yell comply with the request. We cannot beneve the legislators of Colombia so hopelessly blind to the best interests of their course, The treaty does not affect the integrity of the republic; it, indeed, expressly recognizes and guarantees every pointical right of Colombia. Unless, therefore, the Colombian senate is indifferent to the future development, greatness and power of the land it rules we can confidently look for the early reconsideration of its past action and the prompt ratification of the treaty by as large a majority as that which rejected it in march last.

The PREPARING REPEDITION.

In his report of 1536 Admiral Davis dwells with emphasis on the absolute necessity of completely and thoroughly equipping every future exploring and surveying expedition. He tirges the provising an accompany and the survey of the favority of the provisions in a concentrated form, so as to co

why the Proposed Canal will, he superior to That of Suk.

Having sketched the various projects and explorations looking to the construction of a canal, we shall proceed briefly to discuss an important subject connected therewith. When the engineers of the Panama Raifroad surveyed the route of that thoroughlard they established the fact "that the difference between the main level of the two lines is enter notating or so sight as to present no obstacle to the construction of a canal." Previous to that the opinion was entertained that the Pacific was considerably higher than the Atanite. Humbold held this opinion, but thought it rather lavourable to the canal project than otherwise. Referring to it he wrote in 1800 that it would create alternate currents which would enable needs to pass through at different times—"those bound from the Atanitic of the Pacific during the cob ride of the latter, and those from the Pacific to the Atlantic during the flood due of the canal; and by a gradual process of wheming and deepening the canal would be converted into a strait.

It having been definitely ascertained that there is

It having been definitely ascertained that there is no material difference in the heights of the two oceans, whatever or anxiety might have been entertained, in spite of Humboldt's assurance of advantage, are now wholly dissipated. The only question is, therefore, of what behealt will a cantal across the American isthmus be now that the Suez canal is complete? If we consider American commerce alone the benefit will at once be perceived. The passage of the canal will by no means be confined to vessels of the canal will by no means be confined to vessels tracing with the East Indies. Admiral Lavis, whose report we have several times reserved to, prepared tables showing the trade of the United States that would pass through the Istamus of Fananta. They emoraced the Dutch East Indies, British American and New Zealand, British East Indies, French East Indies, half of Mexico, half of New Grenada, Central America, Chile, Peru, Ecuador, Sandwich Islands, China, other ports in Asia and the Pacific, California and East United States. The value of our exports and imports to and from these places in less, was \$19,5163,937, including ships aggregating 1,507,455 tons. The saving in money that would result, no estimated at \$2,505,900. But this was

result, he estimated at \$55,95,90. But this was not an. England and France would also be compelied to use the canal for a trade which jointly, in 1856 for England and in 1857 for France, was valued at \$257,850,195 for exports, imports and ships, aggregating 1,182,025 tons, the saving in money oy transit on the new route, was estimated at \$12,134,278, final, in the three greates; commercial nations and other countries, estimated at \$13,59,200, the total trade affected by the canal would amount to \$457,831,139, and the savings effected to \$19,500,200. We need not say that the trade of File United states with the nations of the Pacific would be immensely increased by the canal.

In the tables referred to in the foregoing paragraph, admirtal Davis has exciteded the trade of England and France wifa the East Indies. In so doing he evidently yielded to the Suez Canal the whole of this commerce. But it must be borne in mind that the passage across the Facilie is far superior to that across the fed Sea, the dangers attending the navigation of which every person acquainted with geography is laminar with. We need not refer to the alternations of land and sea breezes for a considerable belt along the coast, to the sudden squals to which the Red Sea is subject, to its numerous shallow reeds and to the thousand other dangers and disadvantages which attend its navigation. These have quite recently been frequently referred to in connection with the Suez Ganal. On the other hand, the route through a canal on the istamus of Darien is unexceptionable—not a single fault can be found with it. There are the great trade winds which never vary and which Sir J. Dairymple in his memoirs quantity tells us carried ships from the Bay of Fanama to the East Indies and above a hundred miles a day." And this, too, at a time when it was considered no little leat for a ship to eath "above an hundred miles a day." To and fro, to the East Indies and from the bay of Panama to the East Indies and the safer, and shally more profitable, to fulli the d

	Distance etc. Cape of Good Hips	Distance sin Cape Horn.	Distance with Letimore of	the Rente by the Cape of Good Hope	the Rose by Cape
cuita nton	17,500 19,500 20,000	23,000 21,500 22,000	13,400 10,600 13,400	4,100 8,900 9,600	9,60 10,90 11,60
paraleo	-	13,900	3,500	1	8,10
ayaquii	-	16,000	2,800	-	14,600
n Bins	-	17,800	3,800	-	14,000
Diego	=	18,000 18,500	4,000	-	14,000
ellington, N. Z	13,740	19,000 11,100 12,730	5,000 8,4% 9,890	5,260 3,340	14,000 2,630 2,830

The above figures speak for themselves, and from

them we can readily learn the number of days saved in making passages either by steamers or by salling vessels. The saving gives us an immense advantage over Great-Britain and France in the Pacific. With the canal once opened nothing short of our own lack of energy can prevent us from controlling the entire trade of South America and the Islands of the Pacific. Nor are our commercial rivals ignorant of this fact. At a meeting of the Society of Arts, John street, Adelphi, London, in 1853, Mr. A. G. Findlay read a paper on the subject of a ship canal across the Islamus of Darien. This gave rise to much debate, during which the Rev. Mr. Nicholay, of Klogs College, spoke in opposition to the project, because he believed that if it was carried out "a large portion of the commerce of the Pacific would be monopolized by the United States" to the detriment of Great Britain. And this opinion found a large number of sympathizers. Undoubtedly Mr. Nicholay was

of sympathizers. Undoubledly Mr. Nicholay was correct.

A FEW PARTING WORDS.

The end of a most agreeable task has come. To review a subject so vast as that of the project for connecting the oceans of the Atlantic and Pacific within the limited space afforded by a newspaper article naturally occasioned the leaving out of many interesting details. That which has called forth some forty or affy volumes cannot be crowded in a few narrow columns. But the reader will find everything of importance in this article; no salient points have been ignored, no vital elements neglected—at at least not knowingly. And if the perusal of this brief history of a single subject, extending backwards for nearly 400 years, awakens in the reader a more than ordinary interest in the consummation of the present work, it will be beneficial not only to him but to the country at large.

TREASURY POLICY-MISTAKE.

TO THE EDITOR OF THE HERALD:-A few days since there was published in a morning paper a letter purporting to have been written by E. R. Hoar, a member of President Grant's Cabinet. The letter may be noticed upon the ground that it emanates from a public functionary, and, therefore, may contain some indication of the proposed policy of the administration. If all the mem-bers of the government are represented by the Attorney General then we have indeed fallen upon

The capacity of the man on this subject may be should have treated the currency as we did our armies, regarding the volunteers and greenbacks alike as necessities of war, to be dispensed with as fast as possible on the return of peace. I think we made a great mistake in not doing so. That the shortest method was the salest and best. That the

only way to reach the object is by a steady and persistent contraction of the currency, a painful process whenever it comes, no doubt, but harder and worse for us the longer it is delayed." He then adds the following trussif:—"My views on the subject are of little importance to anybody."

Here is a letter published by the person to whom it is written for the purpose of adding to his own consequence, without any realection as to the baneful effect it may have upon the material interests of our country. This letter contains the same unreasoning assertions we have tried to meet in these letters with an array of facts that cannot be controverted.

reasoning assertions we have tried to meet in these letters with an array of facts that cannot be controverted.

Why does this official advocate contraction? What harm has our coined paper done, or what is it doing to demand at the hands of Congress such summary treatment? Has it depreclated in current value? How is the fact shown? Coal has advanced to \$11 per ton, as we suppose, but Mr. Hoar will say that it is our coined paper that has decreased in value. Is this so? Ask the Western farmer—How is it that your wheat is at \$1 lo; corn, \$5c; flour, \$5r Does this prove that the value of the greenback has increased in value? Gold rises and falls in our market; does the greenback rise and falls with it? A member of a Cabinet should try to get at facts and weigh his words before uttering them in so public a manner. Ho would serve the people's money as we served the volunteers—turn them out at once. But the coined paper of our country should be dealt within the same manner as our volunteers. We paid them off when they were dishanded. Will our worthy attorney General tell in how we can pay off our coined paper? Where is the gold by which it can be paid of? Your wisdom has decided that our bonded debt must be paid in gold. Surely, then, our coined paper must be paid in gold. You say "the shortest way is the best" to specie payments. Then why not pay off our greenbacks at once in gold?

You say "the shortest way is the best?" to specie payments. Then why not pay off our greenoacks at once in gold?

You say this contraction will be a painful process. Then why try it? What good would follow to the country if your plan could be carried out? Have you estimated the loss and gain? Is there any gain equal to the loss? You will admit, like all others who advocate your poincy, that great and irreparable injury must flow from contraction, but you all fail to show any, the very least, advantage the country will gain by it. Show us the advantages we are to derive from this proposed calamity. You say prices will fail—of course they will; but what will that beneft the debtor? Have debtors no rights that creditors are bound to respect? Are you aware that the money borrowers, the debtors, are the real business or producing class? Creditors do not need your aid. They, the money lenders, have a way of taking care of themselves. The great producing inserests will be prost rated by your policy.

Specie par would take from the produce twenty per, cent of values, but a contraction of lifty per cent of coined paper would reader everything unsalable, because borrower and lender would be poweriess.

Are you aware that the produce of the great West is hardly in a movable condition with gold and exchange at \$1.27? Then what can you suppose would stop all trade with the West. Even unwatered stock in railroads would pay no interest. Indeed, the railroads mould pay no interest. Indeed, the railroad and other interests must return to the condition they were in prior to the late war. When the war commenced the railroads of the West to railse, manufacture and send to our market four four four deliars per barriel. Then specie par would stop all trade with the West. Even unwatered stock in railroads would pay no interest, Indeed, the railroads and other interests must return to the condition they were in prior to the late war. When the war commenced the railroads of the West were paying no interest on their bonds—many did not p

specie par would stop all freight and travel and bring the West back to its condition before the war. Do you desire this? Specie par would be stagnation, and stagnation would soon lead to a struggle for a relief in every legislative body in the country, and then the bent bow will fly back with a jerk that may send some officials back to the obscurity from whence they unmeritoriously sprang.

Instead of this yearning for bard cash, try to assist the labor and general industry of our country. Let well enough alone, at least until you know by what law the currency of the country is governed.

Almost every farmer and producer North, South, East and West knows that nothing will benefit the price of exportable produce so soon as a rise in the price of gold and exchange. Go to work, then, and put a stop to sales of gold, to lower its price. Do what you can to advance exchange and gold to 150, then you will see real prosperity; all produce would be in motion, your farmers would grow rich; your railroads would pay dividends on watered stocks; your laborers, mechanics, merchants, manufacturers and shipowners would rejoice; your taxes and tariffs would increase, and the burden of the people would be light. This prosperity can be created very easily when our Congress shall understand that our credit is unimpaired and that it is the price of gold, not the value of our cound paper that fluctuates in the market.

FREE BANKIE.

FREE BANKING

TO THE EDITOR OF THE BERALD:-Your correspondent, Jonathan Oldbuck has fallen into a most egregious error in his communication published on Saturday, which I am sorry for, sinc his arguments in the main have been so sound.
What we really want may be stated in a few words,

What we really want may be stated in a new words, and was stated by me (I think in your columns) two years ago:—
First.—A repeal of the Legal Tender act; contracts, after a fixed day, to be based upon coin, unless otherwise expressed.
Second.—The assumption by the government of all the currency.
Third.—A free banking law which will permit any serion to denoist finited. States bonds and get an

Third—A free banking law which will perint any person to deposit Cinted States bonds and get an equivalent amount of currency, forieiting meanwhile the interest on the bonds.

This will create an elastic currency, regulated in volume by the demand, as shown by the rate of interest, and bring about specie payments simultaneously with the rise of our bonds to par in gold.

JEFFREY URBAN,

THE NEGRO EXODUS FROM VIRGINIA.

THE REGGO EXOBUS FROM VIRGINIA.

(From the Lynchburg (Va.) Advertiser. Nov. 26.)

The press of Virginia is every day attracting attention to the immense exodus of negroes from the State. The importance of this movement in its various bearings cannot be overestimated. We have long considered it certain to take place, and as fursishing the true solution of the labor question so far states state its concerned. That the vacuum in the labor supply of Virginia thus produced will never be again supplied by intering labor we consider absolutely certain, and it is equally certain that this vacuum will be filled by the small farmers of the Sorta, who are already pouring into the State. The most obvious effect of this change in the labor of the State will be the rapid subdivision of large and ill-mittivated plantations into small and blight cultivate farms. Radical changes in the staples of production as well as the mode of cultivation, and shove all a vast increase in the price of land will also necessarily follow. The difference between the State densely peopled with intelligent and enterprising whites, and vitalized by the indux of Northern and foreign capital, and the State without capital, and the State without capital, and dependent for labor on the negro hireling, is beyone calculation. Another less obvious but equally certain result of the southward movement of the negroes will be a similar movement by a very large portion of the white Virginian population. Altractly the beginnings of this are discovered in our tusiness and correspondence with land buyers and sellers. Many of our large landholders are so wedded to the negro that they will employ no other kind of labor, and as the negroes leave the State these 'old masters' will follow in their wake, and both will profit by the change. Virginia has been formed by nature for a great manufacturing, mining and agricultural State, and these movements of population notices for here.

THE PARAGUAYAN WAR.

THE ALLIANCE AGAINST LOPEZ.

Sympathy of the Colombian People for Paraguay.

The Brazilian Minister of War Wants Sixty Thousand Men and the People Opposed to It.

Appeal to the Public Press for Action Against the Brazilian Alliance. The Mercantil del Plata publishes the following arti-cle on the war question, which we translate for the

benefit of our readers:—
Perplexed in the interior questions that have lately transpired in this country, such as the triple crisis in banking, commerce and finance, and, moreover, the revolution that terminated so unexpectedly in Manzangamo, the press has not noticed the great question which has bound the republic with such close fetters, and in the solution of which the destiny of these countries, enfeebled by the war that is being carried on against Paraguar, is doubtiess wrapt. No independent writer, no patriot, can ignore that they are national interests. The war, provoked and carried on by those who hide themselves under a lying mask of liberalism, is but failstying the great republican principles which, in better times, gave our name such a high standing in the eyes of all civilized nations.

ter times, gave our name such a high standing in the eyes of all civilized nations.

Preoccupied, we repeat, by questions that have arisen among ourselves or around us, the press has not cast a giance towards more distant points, in order to take a view of the vast encampments where the tents of the imperial legions of Brazil are pitched, after having converted the fertile plains of a sister republic into a huge cemetery, in which lie the bodies of thousands of Orientals and Argentines, and over whose bones they now wish to raise a monument to the ambitton of a monarch. The great question to be solved by independent journalisis and by the republics of La Plata is not that the more or less easy arrangement of our contrary ists and by the republics of La Plats is not that the more or less easy arrangement of our contrary ideas, which must be deferred when the voice of patriotism outeries that of personal interests; but the settlement, the definite settlement of the problem, which neither squadrons nor bayonests have yet met with, in the unjust and bloody war brought about between us and Paraguay by Brazil—a war in which it has shown its able but perfidious, policy, casting intrigues into our minst which are forbidden by national decorum and waich should not be tolerated by patriotism. How long will this war last, and till when are these republics to remain bound to the iniquitous treaty? Until the objects of the aliance are gained, as stipulated in article eighteen, objects that must remain concealed as expressed in the same article. Facis have aiready demonstrated the objects sought to be objects of the alliance are gained, as stipulated in article eighteen, objects that must remain concealed as expressed in the same article. Facts have aiready demonstrated the objects sought to be gained by the alliance—that is, Brazil intends the conquest of Paraguay, ignoring and trampling on American rights, in which sad task the governments of the republics are efficaciously assisting; and facts also demonstrate that the conquest is impossible, because it is opposed by the heroic republicans, who have readered poweriess the gigantic efforts made to subjugate them during the last five years by the Powers bound together for the consummation of this evil work. At least, is it humane to continue a war in which the extraordinary efforts made to gain that evil object have only tended to destroy these republics and enfeeble the links of their nationality? Is the alliance to be eternal, and must the republics forever continue to march at the side of the empire and assist it in conquering Paraguay, taking possession of the rivers and extending its territory to the south or its unhealthy climate?

The press, however, must make a pause in the treatment of the family questions, which now preceuply it, and give preference to the war in Paraguay, which is a question not only of actuality, but also of the future of these countries, a question on which they are staking either their nationality or their territorial integrity.

It is not necessary to repeat the history of this immense struggle in order to state that it must be brought to a conclusion, and that the press must contribute to this much desired end, that is, if wishes the country to return to the giorious paths of labor and progress in which we existed before frazil fetered us to its ambition, thereby preventing by its traditional ideas of dominion, under the shadow of liberty, the unfuring of the salutary principles of union and justice prodaimed by the constitution. If the press remains sient, we repeat, the work of disposing of our country's finture will be co

With the Cause of Paraguay-Presentation of a National Testimonial-Action of the Brazillan Minister.

At a meeting of the Chamber of Representatives of the republic of Colombia it was approved that a testimonial should be drawn up and presented to and the indomitable valor with which the Para-guayans defend their sovereignly, their indopen-dence and their liberty." On learning the fact a menacing note was handed to the Minister of For eign Affairs by the Resident Minister of Brazil in eign affairs by the Resident Minister of Brazil in Bogota, demanding full explanations. The Minister of Foreign Affairs replied that no action of the Chambers in that direction could after the relations between the two countries, such act not being the expression of the national Congress, according to its constitution. All people have a right to express their sympathies, and, as a matter of course, have their preferences. The government of the United States of Colombia had decided to maintain a strict neutrality in the war, and any national expression of sympathy for either of the beligereat parties would not affect its resolution.

The Brazilian Budget-The People Opposed to the Further Persecution of Lopez-High Taxes-Depreciation of Property-Bad Pros pects.

(From the Standard and River Plate News, Buenos

From the Standard and River Plate News, Buenos Ayres, Oct. 5.]

The debate on the budget for the ensuing year has afforded an ussight into the state of Brazilian finances; which doubtless will interest our readers. The Brazilian Finance Minister has drawn up his estimates for the ensuing year, based upon two suppositions. First—that the war is over, and second, that the revenue cannot be increased by further taxation. Taking the "conto dereis" at the present rate of exchange, say eighty pounds sterling, the Ministrates budget gives the following decrease:

Minister's budget gives the following figur	Sterting.
Interest on public debt	£2,880,000 1,280,000
Foreign affairs	736,000 940,000
War and marine	1,840,000
Totai Estimated revenue	£7,676,000 6,880,000

to be beyond redemption—one is to abolish slavers and the other to continue the Paraguayan war so another twelve months, chasing Lopez from moun-tain to mountain, from hilltop to hilltop. The fir

THE RECENT OUTRAGES IN TENNESSEE.

Negroes Attacked by a Body of Masked Whites—Their Repulse, with a Loss of Two Killed and Two Wounded—Subsequent Lynching of Five of the Negroes.

and a content of the as being a very positiative piace for farming, and favor as very security. Tact, times another circumstance which seems to have no title influence in bringing about whatever of ill-feeling existed there from which the present tearfoit tragedy resulted. On account of the land being naturally rich, and consequently very valuable, a number of white men, who own no land themselves, are very desirous of renting. Many of the planters do not wish to rent out their land, preferring to work it themselves by miring negroes, whose labor they find profitable. The landless farmers do not like that, and trequently show their resentant in a very rude manner. It is not certain that the present difficulty originated in this way, but, in the absence of any other apparent cause, it becomes necessary to make this explanation, as it may serve to throw some light on a some of the colored men and laid him on the ground, as if they were about to writp him. They took the arms which they found I had hen or there or the colored men and laid him on the ground, as if they were about to writp him. They took the arms which they found in the cabin, with the view of conflacating them. A son of Mr. Jones who happened to be at the cabins, ran and told his father how things were. He went immediately to the scene, and remonstrated with the intruders. They alleged as their reason for the extraordinary proceeding that the negroes had arms, that they mad no right to have them and would not callowed them to go off, remarking, in his conversation with the primcipal man of the gang, in his conversation with the primcipal man of the gang, in his conversation with the primcipal man of the gang and the cabins they commended firing. According to instructions received from Mr. Jones the negroes returned the fire and beat the fellows away. Thus, with them in the peaceable pursuit of their proper business. They then left the place, and Ar. Jones would not allow any one to interfere with them of the cabin serve from all outrare. He was, has

deed may have had some influence upon the present disturbances.

This was on Saturday night. The people about Jones' were well aware after this that a great excitement would be raised and that he negroes would be in great danger. Jones himself was for Keeping hem where they were and braving every danger and resisting every assault, knowing that he was in the right; but the advice and remonstrances of friends whom he respected induced him to change his mind, and he allowed the negroes to go into the woods, where they remained all night and returned in the morning.

whom he respected induced him to change his mind, and he allowed the negroes to go min the woods, where they remained all night and returned in the morting.

On Sanday the place was surrounded and three of the negroes were captured in the woods, Suose-quenty three more were taken, and in company with two gentiemen named. Hines and some others, who undertook to be responsible for their safety, the whole six were marched off to the county jail at Troy, twenty-five miles distant. After crossing Rechoot river they haited at the Rev. J. Blackshear's, tainking they were out of all danger. They were not long there, however, when they were not long there, however, when they were surrounded by an infuriated mob, who demanded the six prisoners. It would be entirely vain to resist this passionate crowd, so the prisoners were all given up save one, who was not a participant in the previous fights. They were taken some distance from the place and five of them riddled through and through with pistol bullets, without even the pretence of a trial, never dreaming of the possibility of a person being among them who had nothing at all to do with the other butchery.

On Sanday and Monday the excitement all over the country was intense, and numbers of people flocked to the scene of the first tragedy. A number of Mr. Jones' neighbors told him that he ought to submit to the law; was prepared to have his acts investigated before a proper tribunal, and he did not think it proper in a man of his standing to fly from his home like a malefactor.

When the mother of Dickenson came along, a very fine type of matronly beauty and dignity, of course the scene was extremely moving. She bewailed the loss of her boy in the most aircting manner; in glowing yet terrible language called be mind the fact of her husband and her father and live of her children being murdered by negroes some years ago, and now the last of her originaging that the flower of the family lay cold and stiff at her feet, butchered by the same diabolical hands. By allanguage l

one of the most sangulary tragedes that has disgraced the annals of West Tennessee.

The Gloucester (Mass.) Figheries.—The fishing
season of 1899 is about over, and the Gloucester Adtertiser says it has proved a moderately successfu
one, but the numerous losses, together with the sim
mackerel catch at the bay, will have a tendency to
make the balance come on the wrong side of the
ledger in many instances; still, many of the flect
have done well, and the good trips, as a general
taing, will offset the poor ones, so that most of the
firms will not be losers to any great extent. The
teoryc's fishing proved quite disastrous in the early
part of the season, owing to the tosses of the gate of
March 5, but those vessels which pursued the business the entire season have done well. The Grand
Bank and Western flects have mostly made
very remunerative voyages, though thore
has been quite a sacrifice of life and property. The Cape North fishing, though more extensively followed than usual, proved almost an
entire faiture, owing to bid weather. The bay
mackerel fiset has done very poorly, but the short
feet prospered better than last season. The aggregate catch of both is a little more than last year.
The seining business has proved very remunerative
accessful. The losses of life and property the
present season have been much larger than last,
tweive vessels and sixty-one men having been lost,
against three vessels and turrivawen men last